

Department of Ecology Spills Program  
Oil Transfer Operations Advisory Committee

November 16, 2004  
Meeting Notes

Stan Norman, Ecology's Prevention Section Manager, introduced himself as the Facilitator of the meeting. He began by welcoming the attendees and thanking everyone for coming.

Linda Pilkey-Jarvis, Ecology's Preparedness Section Manager, is the Committee Chair. She welcomed the committee members and explained that Dale Jensen is regrettably unable to attend. However, Dale is looking forward to the good work that will be accomplished by this group.

Everyone introduced themselves, the organization they were representing, and their unique perspective on the concerns of the committee.

Stan Norman reviewed the contents of the notebooks each committee member received.

Everyone was invited to review the agenda and make changes. Stan said, "Today is mainly learning about you and your expectations."

Linda Pilkey-Jarvis said, "The goal of this group is to advise us." She explained the relevance of the terms: prevention, preparedness, and response.

Stan Norman reviewed the Charter: Mission, Authority, Process, and Membership. Under Process, the deadline is June 2006. "Marine Transportation" was inadvertently left off under Membership. Linda Pilkey-Jarvis identified the people in the Steering Group. They are: Naki Stevens, Cholly Mercer, Frank Holmes, Jerry McMahan, and Charles Brown. (not sure of the last two names) The Steering Group will help schedule meetings and develop agendas.

There was a discussion regarding the phrase "zero spills strategy" under Authority. What evolved is a consensus that this is a goal. Several people

commented that zero spills strategy is the goal in their industry. There was also a discussion regarding covered vs. non-covered vessels.

We next discussed the Ground Rules. Stan Norman addressed each item and asked for input: additions, deletions, comments. Regarding the final item, “Seek consensus first, majority rules as last resort,” someone said, “We all come here knowing you guys (meaning Ecology) will make the final decisions.”

We next turned our focus to reviewing SB6641. SB6641 came about because of the December, 2003, spill. Oil transfers became the focus. There are federal and state regulations. Ecology was tasked with studying fuel transfers.

This Advisory Committee was formed to offer advice to Ecology.

1. Initiate review of covered vessels and ships
2. Work with stakeholders to develop a report
  - a. review types of fueling practices
  - b. review spill prevention planning requirements applicable under state and federal law
  - c. review spill response requirements under state and federal law
3. Ecology will make recommendations
4. Ecology will deliver a report by 12-15-04. The interim report will not include recommendations.

Ecology will take a broad look at fueling practices.

Interim Report – What do we want to know?

- How frequently do transfers happen? Where?
- What type of oil and what volumes?
- Who transfers/receives?
- What causes spills?
- What are current federal and state regulations?
- Current practices within industry?
- What is industry doing voluntarily to prevent and prepare for spills and can we improve on that initiative?

Where are we looking for data?

- USCG (required notification)

- Ecology has causes of spills
- Asked industry for data\*
- Asked local governments
- Pacific States – BC Task Force developing matrix

\* Data will not be company specific. Information will be sliced and diced. High potential for duplication and redundancy. There was a discussion regarding public disclosure laws.

#### Interim Report –

- Due to Legislature on 12-15-04
- Will describe Committee and steps taken so far
- Summarize state and federal requirements and fueling practices
- Present data we have gathered

#### What is the path forward?

- Review and comment on Interim Report
- Studies needed on feasibility
- Schedule committee meetings for 2005
- Develop an approach to rule making
- Rules completed by June 2006

#### Interim Report and Data Collection

- Summary
- Definitions
- Summarize legislation
- Membership and charter
- Types of fueling practices
- Advance notice
- Causes of spills
- Current state and federal prevention planning requirements
- Current state and federal response requirements

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| <p>Ecology's intention is to report on oil transfers not fueling.</p> |
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### Current Regulations

- WA state requires prevention and contingency plans for fixed facilities and vessels
- Federal definition differs
- Currently no state planning requirements for mobile facilities

### Data that we have now

- 4 years of self-reporting from MSO Portland
- 1 month from MSO Puget Sound
- 10 months' worth from Seattle Fire Department
- Need more and as specific as possible

We reviewed the newest hand-outs:

### **Oil Transfer Spills – Quantity Spilled by Region** (pie charts)

Alaska, California, Oregon, and Washington

### **List of Companies Involved in Oil Transfers**

### **(Draft) Locations of Mobile Oil Transfers**

### **Fuel Transfer Practices**

Linda Pilkey-Jarvis asked for help with this. Under Mobile Transfers there is an error. The truck and trailer referenced should be 5,000 gallons each, not 10,000 gallons each.

### **Preliminary Data – January through October, 2004 – Volume in barrels and Fuel Type**

Several people commented that this data is not accurate. Someone cautioned to compare this data by looking at the totals and not the height of the bar graph.

Comments received at the conclusion of the meeting:

- Good information on locations.
- Great start; the right people are at the table.
- This information (newest hand-outs) already exists in previous reports. Look at what other states are doing. Public is looking for recommendations, improvements.
- Biggest challenge is to stay high-level and not get involved in data crunching.

- Surprised by large volumes (gallons/barrels) and numbers (of transfers) and small number of spills.
- Collect the right data. Target risk mitigation.
- Industry is not the bad guy. Industry is self-regulating to a degree.
- Where is the Coast Guard?
- If you need a response, put due dates in the subject line of the email, not buried three paragraphs down.
- Schedule ahead.
- Email potential meeting dates -- not Mondays or Fridays.
- Field trip to observe an oil transfer – possibility.

Stan Norman then thanked everyone for their time and attention and adjourned the meeting.